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THE FIRST FLIGHT WENT AS SCHEDULED.

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SYSTEM 20 PERFORMED WITHOUT MALFUNCTION THROUGHOUT THE FLIGHT. THE OSCILLOGRAPH RAN OUT OF PAPER EARLY BUT NO DATA WAS MISSED BECAUSE TWO INTERCEPTORS WERE UNABLE TO PARTICIPATE. FUTURE FLIGHTS PILOT WILL BE BRIEFED TO LEAVE THE OSCILLOGRAPH OFF UNTIL NEEDED TO CONSERVE RECORDING TIME. THE PILOT INDICATED THAT HE COULD RECOGNIZE ON SYSTEM 20 THE INTERCEPTOR AS IT WAS MAKING THE INTERCEPT. THREE OF THE INTERCEPTORS USED WADAR BUT TWO OF THE SYSTEMS MALFUNCTIONED LEAVING ONLY ONE INTERCEPTOR THAT WAS USEABLE FOR RECOVERING THE NADAR INFORMATION. THERE WERE GROUND TARGETS WHICH APPEARED IN ALL TURNS, BUT WHEN THE AIRCRAFT WAS STRAIGHT AND LEVEL THERE WERE VERY FEW GROUND TARGETS.

THE PILOTS OF THE INTERCEPTORS WERE VERY ENTHUSIASTIC 2. ABOUT THE OPPORTUNITY FOR SOME HI ALTITUDE INTERCEPT

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PAGE 2

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TRAINING. THEY SEEMED TO BE WELL BRIEFED AND THE RENDEZVOUS TIMES AT ALTITUDE AND THE PERFORMANCE OF THE INTERCEPTORS SEEMED GOOD BASED ON THE UR PILOT'S DEBRIEF.

- 3. THE POD MOUNTED 16 MM CAMERA LOADED WITH IR FILM MALFUNCTIONED AND NO USEABLE FILM WAS OBTAINED.
- 4. THE SYSTEM 2C ENGINEERS HAVE BEEN ASKED TO PROVIDE A PRE-LIMINARY REPORT BY 1500 HOURS LOCAL TODAY FOR TRANSMITTAL TO HQ. THE PLOTTING AND DATA REDUCTION OF HE INFORMATION COULD TAKE AS LONG AS TWO TO THREE WEEKS BEFORE IT IS KNWN HOW EFFECTIVE THE TESTS WERE AND HOW WELL THE SYSTEM PERFORMED.